COTTAM & Co.,
OUTFITTERS.
FOR
CHRISTY'S BATH GOWNS,
do. do. TOWELS,
BATHING DRESSES,
PYJAMAS.
KENT'S HAIR & TOOTH BRUSHES.
SOAPS, PERFUMERY,
&c., &c., &c.

The Hongkong Telegraph.

"ODOL"
THE MEDICAL HALL of
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 452 日八十月八年二十二緒光 THURSDAY, SEPTEMBER 24, 1896. 四拜禮 號四廿月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $ 6,000,000
RESERVE LIABILITY OF PROPRIETORS... $10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [821

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.

Hongkong, 28th April, 1896. 1742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,500,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIA £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq. |

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1895. [1374

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [247



A WOMAN IN THE CASE.

You've heard that before—of course you have. Very often you hear of a woman being at the bottom of it.

Of what?

Why, a case of RAINIER BEER to be sure—there is none better. It is a healthy drink for Ladies and Gentlemen.

F. BISHOP,
Acting Manager.

Hongkong Branch,
SEATTLE BREWING AND MALTING Co.,
ICE HOUSE LANE.

Hongkong, 23rd September, 1896. [1489

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

NOISELESS.



SMOKELESS.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown, and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

47] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKIO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [180

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	*Ancona*	W. D. Mudie	Noon, 25th Sept.	Freight or Passage. (Passing through the Inland Sea.)
LONDON, *via* MARSEILLES.	*Canton*	A. G. Cubitt, R.N.R.	About 1st Oct.	Freight or Passage.
JAPAN, &c.	*Manilla*	R. L. Haddock, R.N.R.	About 2nd Oct.	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	*Mirzapore*	J. R. Landon, R.N.R.	About 3rd Oct.	Freight or Passage.
LONDON, &c.	*Rohilla*	F. J. Cole	Noon, 8th Oct.	See Special Advertisement
LONDON	*Java*	J. Challew, R.N.R.	About 15th Oct.	Freight or Passage.
SYDNEY, &c.	*Malacca*	G. C. Henning, R.N.R.	About 16th Oct.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 24th September, 1896. [451

BELDAM'S
PATENT
COMPOUND METALLIC ELASTIC ENGINE
PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.—
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTERY A SPECIALITY.

LANE, CRAWFORD & CO.
SHIPCHANDLERS, &c., &c.,
PRAYA CENTRAL.

Hongkong, 24th September, 1896. [373

W. POWELL & CO.

EX "CEYLON."

NEW CARPETS,
TAPESTRIES, &c., &c.

W. POWELL & CO.

Hongkong, 19th September, 1896. [1004

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints $35 per case.
do 1 " quarts $33 "

SHEWAN & Co.,
Agents.

Hongkong, 25th June, 1895. [805

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.

Hongkong, 1st September, 1895. [49

MEALS
MONTHLY RATES FOR
AT H.K. HOTEL.

$12.00
15.00
20.00
25.50

BREAKFAST
TIFFIN
DINNER
ALL 3 MEALS

GUINNESS'S
EXTRA FOREIGN STOUT.

"HORSE HEAD" BRAND.

TRADE MARK.

Guaranteed the BEST QUALITY BREWED.
LONDON BOTTLED.
Each bottle bears GUINNESS'S LABEL.
It is the BEST and CHEAPEST bottling of GUINNESS'S STOUT to be obtained.

Per Cask of 4 doz. Quarts...$15
Per Cask of 8 doz. Pints$17

ESTD. 1864.

TELEPHONE—75.

SOLE AGENTS:—
CALDBECK, MACGREGOR & Co.
15, Queen's Road.

Hongkong, 5th September, 1896. 39

Intimations.

GEIPEL'S PATENT STEAM TRAPS

ARE BEING FITTED TO ALL NEW STEAMERS.

THE LATEST INVENTION FOR SAVING STEAM.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE AGENTS.

Hongkong, 22nd September, 1896. [30

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

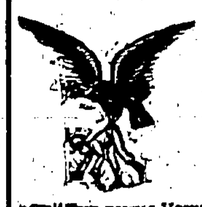
1030]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

THE HEART OF THE WORLD, BY RIDER HAGGARD	$ 1.20	PAASCH'S FROM KEEL TO TRUCK	$13.50
The Soul of Lilith, by Marie Corelli	1.20	Cassell's Science for All, 5 vols.	15.00
Cameos, by Marie Corelli	1.20	Cassell's Domestic Dictionary	4.00
Sons of Fire, by Braddon	1.20	Chambers' Encyclopædia, 10 vols.	45.00
The Great Republican Campaigns, 1860-96	0.60	American Cyclopedia of Commerce, 2 vols.	10.00
The Far East, by Henry Norman	10.50	History Latin Literature, by Simcox, 2 vols.	10.00
Lindsay Gordon's Poems	3.00	Forbes' Hindustani Manual	1.75
Principles of Common Law, by Indermaur.	10.00	Forbes' Hindustani Dictionary (Romanized)	18.00
Every Man his own Lawyer	3.50	Breakdown's at Sea, by Leask	2.50

A RISING YOUNG MAN ALWAYS DRINKS



RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY IT AND YOU WILL BE HAPPY IN THIS WORLD.

☞ "THE RISING YOUNG MAN."

F. BISHOP,
Acting Manager.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.

Hongkong, 11th September, 1896. [1376

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

605]



HIRANO WATER.

TRADE MARK.
Hong Names:—
YUEN WO.

TELEPHONE, No. 135.

Per Case of 4 dozen Quarts.$7.50
Per Case of 4 dozen Pints... 5.10

SOLE AGENTS:—

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 19, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1896. [420

MOUNT AUSTIN HOEL.

ON SATURDAY NEXT, THE 26TH SEPTEMBER.
By kind permission of Major RETALLICK and OFFICERS,
THE BAND OF THE HONGKONG REGIMENT
will play during Dinner and afterwards in the Hotel Grounds.

THE TABLE D'HOTE DINNER
IS SERVED IN THE GRAND DINING ROOM,
AT 8.00 P.M.

Arrangements can be made for DINNER PARTIES in Private Rooms. Tables or Seats can be reserved for the Table d'Hote and Wines Iced to order.

MOUNT AUSTIN HOTEL.

Hongkong, 19th September, 1896. [40

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of Woollens to suit the Present and Coming Season,

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1471

THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL „ 5,250,000
RESERVE FUND „ 5,010,000

Head Office:—
YOKOHAMA, JAPAN.

Branches and Agencies:—
KOBE, LONDON, NEW YORK, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

London Branch:—
120, BISHOPSGATE STREET, WITHIN.

London Bankers:—
THE UNION BANK OF LONDON, LTD., THE LONDON JOINT STOCK BANK, LTD., THE PARR'S BANKING Co. and the ALLIANCE BANK, LTD.

Shanghai Agency:—
No. 21, THE BUND.

Hongkong Agency:—
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in JAPAN and CHINA, and on the Principal Commercial Centres in EUROPE, INDIA and AMERICA, and every description of Exchange Business Transacted.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the Sanction of the Japanese Minister of State for Finance, I have This Day OPENED an AGENCY of the above BANK at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896. [1481

To-day's Advertisements.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

SOCIÉTÉ ANONYME AU CAPITAL DE SIX MILLIONS.

REPAYMENT OF ISSUE OF 6,000 DEBENTURES OF $100 EACH.

BEARERS of the above-named BONDS are hereby notified that on presentation of the same at the OFFICES of the BANQUE DE L'INDO-CHINE on or after the due date, the 30th September, 1896, they will be Paid, together with the Interest due to that date.

Hongkong, 24th September, 1896. [1493

WHYTE & MACKAY
"DOUBLE LION BRAND"
SPECIAL
SELECTED HIGHLAND
WHISKY.
PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong:—
ROBERT JACK & Co.,
Pottinger Street.

Hongkong, 24th September, 1896. [1497

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Port on SATURDAY, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 24th September, 1896. [1498

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th September, 1896. [1432

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, SHANGHAI AND TIENTSIN.

THE Company's Steamship

"KWONGSANG,"

Captain Stalker, will be despatched as above TO-MORROW, the 25th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 24th September, 1896. [1480

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG, VIA SWATOW.

THE Company's Steamship

"WUHU,"

Captain Benson, will be despatched as above TO-MORROW, the 25th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th September, 1896. [1494

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Moore, will be despatched on THURSDAY, the 1st October, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th September, 1896. [1495

NIPPON YUSEN KAISHA.

JAPAN—AUSTRALIAN LINE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1896. [1496

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [427

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 3 PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1896. [1427

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 24, 1896.

THE SANITARY BOARD AND THE STRIKE.

The Sanitary Board has had printed and circulated widely a document of this day's date stating the objects it has in view in compelling nightsoil coolies to take out a license. The objects are:—

(1) To secure competent persons for the service who will be known to the Officers of the Board.
(2) To secure regular and efficient removal of nightsoil from within the limits of the City.
(3) To afford a means for persons employing such men to satisfy themselves that they are duly authorized by the Board for such service.
(4) To secure the removal of nightsoil in the most efficient manner and with as little inconvenience to householders and danger to the public health as is possible.

The last is only a summary of the results hoped to be obtained by the attainment of the first three and is tautological and useless. Licensing will not secure, by itself, competent men any more than the *Servants' Registration Ordinance* secured or helped to secure good servants when it was in operation. Every man who comes forward is entitled to be put on the register and be licensed. There are no regulations to determine who is competent and who is not, and no right to refuse a license to any man applying for it. Of course the Board and its officers may make an endeavour to pick and choose among applicants, but it will be illegal if they do, and will only lead to squeezing by the subordinates employed. There is no provision for a man being introduced, or guaranteed or secured. No photograph is taken of him, and the next time he puts in an appearance no one will be able to say if he is or is not the same man. The officers will know no more about him than they can know now if they did their duty and personally superintended the placing of the nightsoil in the boats. As to the second of the alleged objects, the fact that a man has a license that he has not paid for and a badge and a "cumshaw" bucket will not ensure any regularity in his work, or prevent him not calling at a house in its turn or every night. Neither will it prevent him emptying his buckets on a convenient hill-side out of view of a policeman, or down the first drain he comes to. Payment on delivery at the boats and vigilant oversight by the Sanitary Inspectors and by the Police will alone ensure regularity and efficiency.

These men do their work at night, after all the household are in bed. If any man remained up to satisfy himself as to the identity of the "dirt-man," whose services are so valuable and so necessary, how could he possibly tell that the individual he saw and spoke to, even if armed with a license and badge, was the same person who obtained that license and badge from the Sanitary Board office? Does Mr. McCALLUM think we are all fools? If licensing and registration is to do any good it must be thorough and effective. The men must be introduced or guaranteed by some one who will be responsible for their production when wanted. There must be a closer supervision of the night work. The police must be called in to aid and to keep a vigilant watch on the houses on their beat. There must be on duty at each pier where the conservancy boats load some responsible man, or men, to see that the carriers do present themselves there nightly at the proper time with laden, not with empty buckets, and, if possible, payment should be made, not by the householder, but by the contractor or by the Government nightly, on delivery. If the householder is to continue to pay, then he should pay only on vouchers from the Inspectors on duty. If the Sanitary Board will substitute brains for red-tape in their designs for the improvement of the sanitary affairs of the colony they will perhaps in time be able to point to some useful purpose actually accomplished. Licensing a man and furnishing him with a badge won't make him do his duty.

THE JAPANESE IN FORMOSA.

We are perfectly contented, and so will the Japanese and their friends be, with the explanations in the *Daily Press* of this morning. Our contemporary re-affirms that the Formosans had "some provocation" before they rebelled, and that provocation consisted wholly and entirely "in the overbearing manners of soldiers and coolies and in the petty tyranny of petty officials." Our contemporary, as indignantly as Mr. DAVIDSON himself, repudiates the idea that the natives of Formosa were deliberately goaded into rebellion by acts of the most atrocious cruelty and injustice as has been asserted.

According to what code of law or morals has "the overbearing manners of soldiers and coolies and the petty tyranny of petty officials" been ever held to justify open rebellion, riot, murder, arson, widespread destruction of property and all the evils that have attended on and followed the recent uprising of the Chinese in Mid Formosa? Nothing but the very gravest dangers to life, property and liberty can justify armed rebellion against any government, and there must be, besides a just cause, a reasonable hope of success. We are not blaming the Chinese in this particular case for rising. They probably, in their ignorance, thought that they saw a reasonable chance of expelling the Japanese and freeing their country from a foreign yoke. There were patriots as well as bandits among their number; but their treatment by the Japanese gave them no grounds for a rising. Are the Chinese in Hongkong justified in breaking out into open rebellion because of the overbearing manners and unbridled violence of the Sanitary Board coolies in illegally invading their houses, pulling down cockloft and destroying valuable property? Are we Europeans authorised to arm and turn out because we are deprived "by the petty tyranny of petty officials" of the birth-right of every Englishman—the right of free Government, the right to tax ourselves and legislate for ourselves. May Mr. WHITEHEAD and the Unofficials head a revolt because a conceited official in his insolence and pride of place tells them that they are wholly ignorant of the Chinese people and of Chinese needs and requirements? If overbearing manners and the petty tyranny of petty officials are justification for rebellion, then we have had, and still have here in Hongkong, every day, abundant reasons for an outbreak; but we are very much inclined to believe that our contemporary of the *Daily Press* did not quite see, when he penned the leader published this morning, into what an *impasse* his attempt to extricate himself from his difficulties of yesterday would lead him.

TELEGRAMS.

REUTER'S MESSAGES.

ARRIVAL OF THE TSAR AND TSARINA IN ENGLAND.

LONDON, September 23rd.

The Tsar and Tsarina have arrived at Balmoral. The railway throughout the journey was strictly guarded by police.

THE SOUDAN EXPEDITION.

The French and Russian Press disparage the success of the Nile expedition, and at the same time remind Great Britain that the Egyptian Question remains to be settled.

RUSSIA AND JAPAN.

The *Times* states that Russia and Japan have agreed to a joint protectorate of Korea and that the Japanese will evacuate the country.

(From *Diario de Manila.*)

THE REBELLION IN THE PHILIPPINES.

MADRID, September 14th.

The Government have voted unlimited supplies in men and money for the suppression of the rebellion in the Philippines.

The transport *Antonio Lopez* left Carthagena for Manila yesterday with a battalion of marine infantry on board.

MADRID, September 17th.

Colonels of Artillery D. Francisco, Rosales, and D. Juan Golobordas, twelve Captains, and a Commander of Engineers D. José Ferrer, have been ordered to join the Philippine army.

The Minister of War is organizing a large body of troops for the Philippines.

A NEW WARSHIP.

MADRID, September 16th.

The *Cristobal Colon*, one of the vessels ordered by Spain from the firm of Ansaldo of Genoa, has been launched.

LOCAL AND GENERAL.

H.M.S. *Humber* arrived here to-day from Japan.

THE *Yiji* is responsible for the statement that a Japanese gunboat has been despatched to Manila to look after Japanese interests there.

THE death is announced by the Calcutta papers of Surgeon-Captain Barber, of Murree, who has succumbed to an attack of enteric fever.

LAST night the Water Police picked up the body of a young American sailor who was drowned while bathing in the harbour two or three days ago.

THE Calcutta Golf Club will hold the annual championship matches, open to all India, during Christmas week, and will present a gold medal to the winner.

THE *Yamashiro Maru*, the pioneer vessel of the enterprising Yusen Kaisha's line, is advertised to sail hence for Australia on the 27th proximo.

THE *Prinz Heinrich* will start for Shanghai from No. 1 Kowloon Dock to-morrow at 4 p.m. The Company's steam-launch will leave New Pedder's Wharf at 2 p.m.

A TABLE of "cycle exports" for the week ended August 14th shows £130 worth to Penang and £80 to Hongkong. The largest export is to Melbourne, which receives cycles to the value of £5,773.

WHAT IS A SCREED?

SAMMY BOARD:—Say, what is the difference between an editorial and a screed?

BUCKETS:—Well, if it favors your 'set' it's an editorial, and if it favors the other side it's a terwibble skweed, dontcherknow.

A COMPLIMENTARY dinner is to be given at Cambridge to Prince Ranjitsinhji on the 29th instant with the Mayor in the chair. It was at Cambridge that Ranjitsinhji first learned to bat, and he still makes the town his home for some part of the year.

IT is announced in home papers that a marriage has been arranged, and will shortly take place, between Oliver Ready, of the Chinese Imperial Maritime Customs Service, eldest son of the Rev. Henry Ready, rector of Wrexham, Norfolk, and Isabel, elder daughter of Mr. Henry Janson, of 24, Westbourne-terrace, London.

YESTERDAY afternoon two coolies were carrying a bale of cotton into the Hongkong and Kowloon Wharf and Godown Company's godown at Wanchai when they slipped. The bale fell on one of the men and he was so seriously injured that he had to be treated in the Government Civil Hospital; the other man escaped practically unhurt.

WE regret that we are unable to publish Spectator's letter on the night-soil question. It is needlessly abusive. We concur with him that nicely painted lavender and black buckets are quite useless in this connection. Iron ten-gallon paint drums would be more useful, but the main point is as to the form of cover. It ought to be air-tight.

AN interesting telegraph para from the *North Borneo Herald*:—We are becoming interested in telegraph tariffs. From Canada to Borneo is a far cry; but it is interesting to note that whereas a year or two ago a cable from Sydney to Ottawa of two words cost £2.11.5, it will by the Pacific cable be only a little over 10 shillings. We hope for a similar advantage here shortly.

THE annual meeting of the St. Andrew's Royal Arch Chapter was held last evening in Freemasons Hall, Zetland Street, for the purpose of electing and installing the officers for the ensuing year. Principals were installed by M. E. Comp. L. Mallory, P. H. of the District Grand Chapter of Hongkong and South China. The officers elected and installed were as follows:—

M. E. Z.		M. E. Comp.	F. Howell.
H.		„ „	J. I. Andrews.
J.		„ „	H. B. Bridger.
E. Comp. Scribe E.		„ „	T. Swafford.
„ „ N.		„ „	J. Lochead.
„ Treasurer		„ „	C. Lesbirel.
„ P.S.		„ „	W. M. Thompson.
„ S.S.		„ „	S. Hayward.
„ J.S.		„ „	W. Farmer.
„ Dir. of Cer.	...	„ „	E. L. Stainfield.
„ Steward		„ „	J. Goodchild.
„ I.G.		„ „	F. Uthe.
„ Janitor		„ „	J. Maxwell.

HERE is a Press despatch dated Kingston (Jamaica), 20th August, that should interest dairymen and others:—A cattle disease has broken out in this section. Hundreds of cattle have succumbed and planters are seriously crippled in consequence. The price of meat, always high in the tropics, has risen to an almost prohibitive rate. Local skill has proved entirely inadequate to cope with the disease, which is mysterious in its character, and all remedies tried have failed to check its progress. The Legislative Council of the Island voted $2,000 for the services of an expert to visit the colony and study the disease with a view of suggesting a remedy. Professor Williams of Edinburgh, a veterinary expert, was requested by cable to come, and arrived by the mail steamer on Friday. He has visited various stables where the plague is rampant, but his inquiries have not yet been so extensive as to enable him to arrive at a definite conclusion. The symptoms of the disease are a harsh coat, scurvy appearance of neck and flanks, high temperature and weakness. Traces of a worm have been found in the lungs and intestines of slaughtered animals, but whether the disease is due to this parasite is not at present known. Some estates have lost almost all the cattle and no districts are free from the disease.

MEMORANDA.

TO-MORROW,—25th September.

4-45 p.m.—Meeting of the Hongkong Cricket Club at the Pavilion.

SATURDAY,—26th September.

Noon.—Meeting of shareholders of the China Traders' Insurance Co., Ltd., at the Head Office.

Noon.—Meeting of shareholders of the Douglas Steamship Co., Ltd., at the Company's office, No. 17, Praya Central.

9 p.m.—Meeting of Zetland Lodge.

RUPERT Guinness, who won the diamond sculls at Henley, is the eldest son and heir of Lord Iveagh, and will come in for a million or two on the death of his father. He is a splendidly built man, but, like Muttlebury, another famous Cambridge oarsman, his college career has been the reverse of brilliant. The power of his purse counts for a good deal, even at the universities, however, and it is said that Mr. Guinness has been smuggled through his examinations in a way that would have been impossible to a poorer man.

THE following is the programme for the Variety Entertainment to be given in the Gymnasium, Murray Barracks, this evening, commencing at 9 o'clock p.m.:—

1—Overture..... Mendelssohn...A/Cpl. Peachey and Pte Gibbons
2—Song..... Come home again Cpl Maddemen
3—Comic Song...The day I backed the winner Pte Edwards
4—Song Carrie Grey.....Pte. Payce
5—Comic Song...Gorgonzola cheese Pte. Laing
6—Tumbler Dance Pte. Moore
7—Song.....I heard a sprite sing ...Cpl. Matthews
8—Song.....Looking for a coon like me...Mr Thresher
9—Comic Song...What can a man do now...Pte Laing
10—Statue Dance..... Pte. Pinching, Neman & Payce
11—Comic Song...The reason why...Mr. C. T. Robinson
12—Song.....Goodwin Sands Pte. James
13—Comic Song...More work for the undertaker Pte. Hayes

Interval of ten minutes.

Valse Fit Thee...A/Cpl. PEACHEY & Pte. GIBBONS

To conclude with a laughable sketch entitled "THE CLOCK."

Servant Girl Pte. KING
Master of the House Sergt. CULLEN
Nobby Pte. LAMB
Constable Sponger Pte NEWMAN
Sailor Jack Pte. PAYCE
Salvation Army Captain.....Pte. PINCHING

Gold save the Queen.

THE *Glasgow Herald* has recently been pointing out the fact that a "large" quantity of English shipping is passing into the hands of foreigners, who, of course, purpose to use it in competition with British carriers. The *Herald* says:—"Should the quickened pace of the first four and a half months be maintained, it is highly probable that not less than 400,000 tons of British shipping will pass during the course of the present year into the hands of foreign owners." The *Herald* sees no cause for felicitation over this state of affairs. The shipbuilders may temporarily rejoice, but the movement constitutes a menace to the British carrying trade, as it seems to demonstrate that foreigners can make British-built ships remunerative when Englishmen fail to do so. So serious is the matter that there is a concerted movement at home on the part of shipowners to obtain relief from certain restrictions under which they are now labouring. A Bill aiming at this has been drafted, and unless it is carried, the *Herald* predicts the foreigner will make freights still lower and utterly ruin the carrying trade, which it declares is sufficiently bad already.

THE Frisco *Call* publishes what purports to be a summary of the Li-Salisbury interview. It is therein stated—When Li broached the subject of an increase in the import duties to Lord Salisbury the English Premier at once declared himself favorable to the demand in principle, but he went on to say that before the principle could be carried into practice it would be necessary to have the opinions of the Chambers of Commerce of Shanghai and elsewhere. To this postponement the Chinese statesman rejoined that the Chambers of Commerce could only give evidence and opinion, while it was the prerogative of a great Minister like the Foreign Secretary to give a decision. Moreover, there was a powerful and recent precedent to this effect. When England was the first of all States to grant the Japanese a new and increased tariff the British Government did not delay its decision until it had taken the Chambers of Commerce into consultation. It gave its decision promptly as a Government. Lord Salisbury's reply to this was:—"Oh, but that was Lord Kimberly, and the Chambers of Commerce have since made many complaints about that tariff." Li Hung-chang remained firm in his contention that while he knew nothing about the individual Ministers who signed it, the British Government had as a matter of fact conceded to Japan, without any equivalent, the very point and substance he now asked in the name of China, and if it were withheld China could only come to the conclusion that England treated her in a different fashion from Japan. Li offered no *quid pro quo* and the London *Times* avers that Li was not empowered to offer anything.

UNDER the head-line "England, Russia and China" the Frisco *Chronicle* holds forth thusly:—If Lord Salisbury is going to refer the question of a higher tariff at the treaty ports of China to the British people living there, Li Hung-chang will have had the labour of his English visit for his pains. These Eurasian traders make their money by bringing goods into China cheaply and selling them at a sharp advance and they do not propose to have their revenues diminished by anything likely to encourage the spirit of home production among the Chinese people. Hence the certainty that they will veto, if they are given the opportunity, any proposal such as that which Li Hung-chang formulated in his visit to the English Premier. The tendency of such action must be to throw China even more completely into the arms of Russia. The Tsar is quite willing that China should raise its port duties according to its need of revenue, providing that no higher tariff than 5 per cent is put upon Russian importations *via* the northern frontier. These importations are likely to be large as soon as the Siberian railway becomes a trade factor. A joint policy between Russia and China therefore, tending toward a new tariff scale, may be looked for. Such a combination would prove highly embarrassing to Great Britain, not merely in the commercial sense, but in respect to the offensive and defensive alliance that might come of it. Fear of some such result has prompted a leading English journal to sound a note of warning, but it probably comes too late to undo the mischief. The most influential statesman of China leaves England alienated and in a mood for any kind of reprisals which Russia may aid him in securing. It will be difficult now to win him back.

THE REBELLION IN THE PHILIPPINES.

In a recent issue we complained, and with good reason, that the authorities in Manila had, apparently, stopped our exchanges and correspondence. To-day, however, two steamers (the *Yuensang* and the *Zafiro*) arrived from Manila and by one of them we received several copies of the *Diario de Manila*, from which we gather the following information relating to the outbreak in the Philippines :—

MANILA, September 16th.

On the 14th September 547 Chinese embarked on board the *Sunghiang* for China. These Chinamen were owners of shops in the various districts occupied and looted by the rebels.

A telegram from San Isidro reports that on the 13th September a rebel leader named Mariano Magno was executed there.

On the 12th instant one man and four women were arrested in this city for inciting people to join a band of rebels.

Several persons have been arrested because there were found on their arms incisions clearly indicating they had taken the oaths of allegiance to the rebel leaders.

The rebel Hugo Perez, who was executed in Cavite the other day, denounced Masonry in writing before the execution. He said that he joined the Masonic Order believing it to be a good institution, but he was bound to admit it attacked the Church and had greatly misled him.

MANILA, September 17th.

At Santa Cruz on the 16th instant the Police found 14 cases of cartridges in a house formerly belonging to Sr. Carballero. The lessee is required to prove the lawful possession of the explosives.

On the 15th the gunboat *Leyte* bombarded the town of Ternate and the neighbouring coast villages, causing serious loss to the insurgents. The fishing tackles of the villagers were destroyed. Upwards of 60 corpses could be seen from the gunboat's deck. It was observed that as soon as the gunboats arrived a rocket was fired from a village, probably to notify the people that the hour had arrived when they would have to fight.

Several more rebels have been captured at Cavite and San Roque.

The chief of the rebels in Ternate and its vicinity appears to be a native who is looking after property for a well known person in Manila.

A galling fire was directed on the rebel encampments during the night of the 14th at Noveleta and Cavite Viejo.

In the isthmus between Cavite and San Roque the Corps of Engineers are erecting fortifications.

A distinguished rebel leader, named Tolentino, and his brother have been captured. A copy of *La Solidaridad* was found on one of them. In the journal mentioned there is a list of names of persons referred to in the telegram which the authorities detained in Manila.

MANILA, September 18th.

About 2 p.m. on the 17th a party of Engineers under Commander Joaquin de Ares Pacochaga and Commander Urbina left the town of Cavite to reconnoitre. On their way back they had a hard fight with a large body of rebels. The gunboat *Leyte* shelled the rebels, who retired with pretty heavy losses. Of the royal troops eight were wounded—Commander Urbina and seven privates.

From the foregoing it appears that the rebellion has assumed serious proportions, for the *Diario*, like the other papers published in Manila, is subject to strict censorship and therefore publishes only bare facts which the Censors would appear to deem it expedient to make public. The *Redpole* was still at Manila when the *Yuensang* left on the 22nd instant.

THE STRIKE.

The strike of nightmen is still in full swing and is causing great inconvenience.

The following, which is referred to in our leader to-day, is facsimile of a document delivered at this office to-day :—

CIRCULAR.

A strike amongst the private nightmen having occurred within the City of Victoria, the Sanitary Board desires to inform Householders of the reasons which are alleged to have caused it to take place.

The alleged primary cause is the preliminary step taken to enforce the bye-laws which were made by the Sanitary Board in October, 1894, and approved by the Legislative Council in December of the same year.

After the issue of the preliminary notice to the nightmen, it appears that certain evil disposed persons industriously spread a false rumour that the Sanitary Board were going to charge a fee for the registration, etc., of private nightmen.

The objects of the above mentioned bye-laws are :—

(1) To secure competent persons for this service who will be known to the Officers of the Board.

(2) To secure regular and efficient removal of nightsoil from within the limits of the City.

(3) To afford a means for persons employing such men to satisfy themselves that they are duly authorized by the Board for such service.

(4) To secure the removal of nightsoil in the most efficient manner and with as little inconvenience to Householders and danger to the public health as is possible.

The Board further desires to inform Householders that no fee whatever is charged for registration, supply of badges and buckets, and to solicit their co-operation in the steps that are being taken to enforce these bye-laws.

Nightmen can register, obtain badges and buckets on application at the Sanitary Board's Offices.

By Order,

HUGH MCCALLUM.
Secretary.

SANITARY BOARD OFFICES,
HONGKONG, 24th September, 1896.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present the Vice-President (Dr. P. B. C. Ayres, Colonial Surgeon), Dr. F. H. Clarke (Medical Officer of Health), Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE STRIKE OF NIGHTMEN.

The Secretary reported that arrangements had been made whereby all the men would be at work by to-morrow morning. The time for complying with the law had been extended to the 14th proximo, and in an interview which the men had with the Registrar-General this afternoon they left the impression that they would return to work by to morrow morning.

CHOLERA AT SINGAPORE.

The Colonial Secretary at Singapore forwarded a return showing that between the 1st and 6th inst. twenty-one cases of cholera were reported, fourteen of them proving fatal.

SANITARY INSPECTORS AND PLAGUE WORK.

The following letter was read :—

Colonial Secretary's Office,
22nd September, 1896.

Sir,—In reference to your letter No. 158 of the 17th instant, I am directed to inform you that in deference to the recommendation of the board His Excellency the Governor approves the payment of $100 to each of the Inspectors, and the necessary instructions have been accordingly issued to the Colonial Treasurer.

I may add that His Excellency will not sanction any additional expenditure of this nature in future and to request you to inform the Inspectors accordingly.

I have the honour, &c.,

J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Sanitary Board.

THE OVERCROWDING NUISANCE.

The Secretary submitted a copy of a letter which he had addressed to the Colonial Secretary in forwarding the draft of a form which the Board proposed to use in giving notification of overcrowded dwellings.

Mr. Ede, in a minute, thought that a more simple and quieter procedure than that laid down by the Acting Attorney-General, who made some suggestions, should be adopted.

The Medical Officer of Health wrote deploring that the Board could not deal with overcrowding as a nuisance in the same way as was done at home under the Public Health Act of 1875. He suggested that a more expeditious method of dealing with a nuisance be adopted.

Decided to drop the subject for the present.

THE MORTALITY RETURNS.

For the week ended the 5th inst. the death rate was 18.4, and for the week ended the 12th inst. the rate was 17.8.

NORTH BORNEO NOTES.

(*From our own Correspondent.*)

SANDAKAN, September 18th.

News of the tobacco crops continues very satisfactory all along the coast, and the health of the coolies on the estates has greatly improved. The new London Borneo Co's experiment on a river on the West Coast has been entirely satisfactory, they having weighed in a crop of no less than 18 piculs per field. This is far and away a "record" crop, for even in the famous Deli plantations 10 piculs per field is rarely returned. If prices next season, for this year's crop, are anything like what they were at this year's sales the profits will be enormous, not to say quite phenomenal.

I notice that the *Telegraph* is very indignant with our authorities for quarantining cattle arriving from Hongkong; but the last time cattle were imported from Hongkong one farm alone lost $3,000 worth of stock through cattle disease brought from Hongkong; another suffered to the tune of $1500, and several other owners lost smaller sums. Our small and struggling community cannot stand risks such as these, hence the quarantine rules against which you protest.

We are again favoured with a visit from a Hongkong legal luminary, who won some cases in Labuan when he was last down here. He has again had his services requisitioned for Labuan, as usual. We wish him equally good luck this time as on the last occasion, though which side he is retained on and what all the hubbub is about we do not know. *On dit*, however, that another legal authority from Singapore has been called up to oppose him, so there is probably fun in store for the Labuanites.

For the dimensions of our community we manage to get off a good many marriages, and no trumpery hole-in-a-corner affairs are they, either. We do things on a proper scale here. At one wedding, not long since, the bride had to walk under an arch of palm leaves held aloft by hundreds of Javanese clad in scarlet, whilst on the latest occasion cannon were fired, flags were waved, champagne flowed, and we all had a great time. Of course our tobacco planting friends can afford to do things on an extensive scale, as their pay and allowances are almost equal to the princely salary of the Governor of Hongkong. But they work for it, though, and deserve all they get. The latest bride, by the way, was a Hongkong young lady. There is still another marriage to come off here, which will take place in Sandakan, whilst yet another of our residents, the Postmaster, has left here to meet his bride-elect in Penang, where the wedding is to be celebrated. Your correspondent would also get married—if he were a bachelor.

Four rather large expeditions have gone off in search of Mat Salleh, and it is only reasonable to expect that they will run him to earth this time. A pretty penny is being spent over this Mat Salleh business. A surplus might have been shown in the accounts for the year—the Railway, Telegraph and *Penotal Gorge roads* notwithstanding—had it not been for this Mat Salleh "fool pidgin," for which the authorities have no one to blame but themselves for playing with edged tools. When this man first came to Sandakan, if he had any grievances on behalf of the people of the interior to lay before the Government, nothing should have prevented redress being given; but on the other hand if he was merely blustering and virtually threatening the powers that be, nothing should have prevented his being "run in" and deprived, if necessary, of his liberty for life. If those in authority had acted more decisively when Mat Salleh arrived here long ago with his select "surprise party" much trouble would probably have been avoided.

Both from Kudat and the Kinabatangan applications have come in to the Government for an increase in the Police Force. The inadequacy of the local Force has often been mentioned in the *Hongkong Telegraph*. The authorities in London do not seem to consider what a fatal blow it would be to the country if on the occasion of any emergency with the natives a real "brush" with the semi-savages in the district should occur. Kucheng would only be a trifle compared with it. Fights are not infrequent, and it might happen that the want of even so few a number as ten men on one of these occasions might have very serious consequences and lead to the loss of much capital in the suppression of the "bad elements." There is, of course, very little chance of an insurrection. The man Mat Salleh has been at large in the interior for nearly a year past without creating any serious disturbance and there is therefore no reason to suppose that anyone else would be likely to cause complications, but, unfortunately, is is invariably the unexpected that happens and we should, therefore, be prepared for any emergency in a new country like this. Will the powers that be answer one question—Are we ready?

It is said to have been arranged for a large number of Dyaks to come up from Sarawak to settle along the route followed by the telegraph line. This may be a move in the right direction. Sarawak is but a poor country with very bad soil, and the Dyaks much prefer North Borneo. Hitherto the difficulty has been that their women have not been allowed to leave their own country. What Dyaks have found their way here have been mere birds of passage; but if once their wives are allowed to accompany them they will settle here in large numbers. Hitherto the Dyaks have been only one of the causes of friction with our natives, as, mainly brought into the country under the auspices of the Government in the capacity of police, they have conducted themselves in a high-handed manner and as they have been largely used in punitive expeditions against natives they are, by them, regarded as enemies. The Dyaks require very careful handling and rigorous punishment for all serious offences. They must be kept in hand and it is a question whether we should not be far better off without them and prohibit their entry into our territory under pain of immediate arrest, punishment, and deportation. They are by no means a necessity, and as they are by no means the most desirable class of residents a useful purpose might be served by keeping them for ever and ever at arm's length.

The telegraph line is completed, but it is now discovered that of the Lamagan-Penungah section, about one-fourth of the whole, will need a vast amount of work yet to put it in proper and regular working order.

With two steamers on the Hongkong route, good tobacco crops, coffee flourishing, and any amount of work for our coasting steamers, I may safely say Borneo is looking up.

JAPAN WANTS THE PHILIPPINES.

VALUE OF THE ISLANDS.

THE PEOPLE DISCONTENTED WITH SPANISH RULE.

REASONS FOR BELIEVING THAT THE PRESENT REVOLT WILL PROVE SERIOUS.

San Francisco, August 24th.

The Philippine Islands were reckoned among Spain's most valuable possessions in her palmiest days, and it is unfortunate for her that any trouble or attempt to throw off her yoke should arise there at this time, when the war in Cuba has almost exhausted her treasury and her military resources. The small number of Spaniards in proportion to the rest of the population, and the long distance from the home country, almost insures the success of any well organized and determined movement toward freedom.

From the very first Spain has been much more humane in her treatment of the natives than she was in the West Indies, but at the same time they always have been and are now taxed very heavily for the maintenance of the local government and the payment of the annual tribute to the Crown, and this, with the restrictions placed upon foreign commerce, has kept these rich and fertile islands far behind in the march of civilization and prosperity, and created great dissatisfaction, which found some expression during the Chino-Japanese war, and was said at the time to have been encouraged by the Japanese. The relation of these islands to Japan, geographically and commercially, naturally lead her to regard their possession with great favour.

The Philippines are some 400 in number, with an aggregate area of 114,356 square miles, Luzon being the largest of the islands and about 40,000 square miles in extent. They stretch from 4 deg. 40 min. north to 20 deg. north, or nearly 600 miles, and come within 240 miles of Japan's most southern possession, Formosa. If she should become the owner of the Philippines her empire will then stretch from Borneo to Cape Lopatka, through 46 degrees of latitude, or more than 3400 miles in actual length, and with a wider range of climate and productions than is to be found in any other country in the world.

Though the Spanish have held these islands for nearly four centuries the interior of the larger ones has never been explored and no accurate estimate can be made as to the number of inhabitants. The total population has been reckoned all the way from seven to ten millions, the latter figure being probably the more nearly correct. Of these the negritos or aborigines, who have long since retired to the interior, number about 30,000. There are some 215,000 Chinese, who control the banking business and the small trading.

There are altogether some 10 000 European foreigners on the islands, more than half of whom are Spaniards. The rest of the population is made up of Indonesians and Malay tribes. The Government is administered by a Governor-General, appointed in Madrid, assisted by a Junta of authority composed of the commander of the forces, the Admiral, the President of the Supreme Court and the Archbishop. The army consists of 4800 men with a gendarmerie of 3500, who are largely mestizos or of mixed breed. Quite a respectable navy is kept up, having two corvettes, six patrol ships and sixteen gunboats manned by 2000 sailors and marines.

The taxation imposed upon all the people is very burdensome. The Chinese are subject to a special tax, while the natives pay a per capita of $1.60 for each one between 16 and 60 years of age. Europeans and other white foreigners and the half-castes pay $2.50 per head, besides this each male has to give forty days labor to the Government during the year.

An annual tribute of 2,500,000 pounds of tobacco is sent to Spain and the entire control of the cultivation and marketing of the tobacco crop is in the hands of the Government and a heavy export duty is imposed. The manufacture of cigars is one of the most important industries on the islands, 280,000,000 being made annually. Of these Japan takes 30,000,000 as well as a considerable quantity of raw sugar. The total exports amount to nearly $30,000,000 annually, about one-third going to Spain and more than half of the rest to England. There are but four ports open to foreigners, and of these Manila gets the bulk of all the trade, the balance being shared between Iloilo and Cebu.

Manila is the seat of Government and the most important place, having over 150,000 inhabitants. There are six other cities having over 30,000. A submarine cable from Manila to Hongkong connects the metropolis with the outside world.—*Chronicle.*

THE TROUBLES OF SPAIN.

The simultaneous report of separatist movements in Porto Rico and the Philippines is a sign that the Cuban Junta is active in other than filibustering enterprises. The Porto Rico mutiny is traceable directly to the revolutionary headquarters in New York, and there is much reason to suppose that the same influence has been at work in Spain's Asiatic possession. Good Cuban strategy would run along such lines, particularly at this time, when Spain is about sending an army corps to Havana. If part of these troops can be diverted to San Juan and Manila so much the better for the cause of Gomez, Garcia and Maceo.

In both Porto Rico and the Philippines the times are ripe for trouble. True to her natural instincts of tyranny and greed, Spain has made both islands discontented by her misrule and exactions. Porto Rico is held down by soldiers and is compelled to enrich successive groups of officials, "birds of prey and passage," out of her business revenues. In the Asiatic Island the methods of government are more scandalous than those in Cuba. So bad in fact have they become that the "Hispano-Philippine Society," a separatist league, has gained an enormous membership, the revolutionary intrigues of which are supplemented by those of the Freemasons and the anti-clerical party. Giving to these movements the active inspiration of the Cuban Junta and the moral support of the Japanese—who look to the control of the Philippines at some time in the yet undated future—and the prospects of an uprising may well serve to alarm even the most optimistic of the Madrid statesmen.

The troubles of Spain are therefore many, and it is small consolation to her to know that she deserves them. But that consolation is all she can possibly get, for no continental state has fewer sympathizers when it gets into trouble over its outlying territories than the one which once owned nearly half the habitable land in the Western Hemisphere and lost it through ignorance, laziness, cruelty and greed.—*Frisco Chronicle.*

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, September 24th.

In their *Freight Circular* issued to-day Messrs Lamke and Rogge write :—

The demand for tonnage during the fortnight under review has been about equal to that of the preceding one; freights have continued to rule lowand unsteady, and in some directions settlements show a still further fall in rates.

STEAM-FREIGHTS :—Business from Saigon to this is altogether suspended now. Quite recently the regular boats even have been unable to secure the smallest parcels of grain, owing to prohibitive prices at Saigon, and have had to work their way back here with such part cargoes as could be made up by odds and ends.

From Saigon to Singapore, business has slackened and there is no further actual demand at time of writing, though it is likely enough that additional tonnage may be wanted shortly. One steamer secured a freight Saigon to Sourabaya, and from Saigon to Philippines there has been nothing doing. Neither is there anything doing from Bangkok, so far as this market is concerned at present. No tonnage is wanted and no quotation could be given. The Singapore market, in addition to the fairly heavy recent shipments from Saigon, has been having pretty large quantities supplied from Bangkok also, we hear, so shippers have covered their chartering requirements in the south.

Coal-freights from Japan, which already, during the last few weeks, were ruling hardly above level of ballasting rates, are exhibiting a tendency to drop away to vanishing point. Whilst locally we still keep up the quotation Moji to Hongkong to $1.00 per ton, vessels are reported to be offering to take 90 cents at Japan, and Moji/Singapore freights are down from $1.75 to $1 65 per ton. Coal is reported very scarce and dear at the mines, hence the limited demand for tonnage just at present.

As to Newchwang business, latest advices have it that new beans are looked for by the 14th proximo. We may see the autumn chartering season to commence shortly. There is a rumour that one or two boats have been taken up already in Canton.

One monthly terms, two fixtures are reported, as specified below. The rate of the *Kong Alf*, considering what type of vessel she is, is a very fair one; the steamer has been taken up on Singapore account, to commence and to end charter there.

SAIL-FREIGHTS :—The fixtures during the fortnight of additional two large carriers for New York the *Wm. H. Smith* and the *S. D. Carlton* with loading dates up to 31st and 15th December respectively, fill a large part of the requirements that remained for the current season.

The amount of available tonnage has since been added to pretty largely by fresh arrivals not only locally but also at Shanghai and Japan, and vessels continue to offer freely. There is, we may say, no doubt any longer that shippers will have it all their own way for the rest of the season, and, unless something very unforeseen happens, many owners will have cause to repent of their persisting in refusing to entertain the offers that in a good many instances some weeks ago have been made them. Present prospects are such as to make it probable that as far as our market goes a few more vessels may be wanted. At the best, however, there is room for a small percentage only of the large fleet of disengaged tonnage, and those owners are likely to fare best that make use of the first chance of securing a charter for their craft.

Any vessels that might choose to stay over for the spring months are certain to meet with a keen competition even then, owing to the fact that there is a goodly number of kerosine laden vessels due in Eastern ports by the end of this and early next year. There is other tonnage besides to come from Newcastle, N.S.W., and elsewhere, and altogether the market is likely to be more than well supplied with tonnage for a good many months to come. The *Commodore T. H. Allen* and the *Paul Revere* sailed on the 15th and 18th instant, respectively, and the *Wm. F. Rotch* arrived, but in terms of charter party she will not commence loading before middle of next month.

The *Isaac Reed* is about ready to sail for Baltimore.

For Callao, the *Fooking Suey* left on the 13th instant, and the berth will be vacant when in a day or two more the *Sonora* will have been dispatched.

The German ship *Siam* is under orders to proceed to San Francisco in ballast, and the Norwegian barque *Salerod* has left for Batavia under owner's orders, to take up a charter closed at home.

COAST TRADE :—There is next to nothing doing; a Manila/Singapore/Hongkong charter was closed at a low rate.

THE NEW JAPANESE CABINET.

It was reported in Tokio on the 14th instant that at the meeting held at Count Matsukata's villa on the 10th inst., to discuss the organization of the new Cabinet, the following allotment of offices was submitted by Count Matsukata :—

Count Matsukata, *Minister President.*
Count Kabayama, *Home Minister.*
Count Okuma, *Minister for Foreign Affairs.*
Viscount Takashima, *Minister of War.*
Marquis Saigo, *Minister of the Navy.*
Viscount Shinagawa, *Minister of Agriculture and Commerce.*
Viscount Tani, *Minister of Education.*
Mr. Kiyoura, *Minister of Justice.*
Mr. Shirane, *Minister of Communications.*

The portfolio of the Minister of Finance has been taken over by Count Matsukata himself *ad interim*. Viscount Takashima is to be Chief of the Colonial Department.

News was received here yesterday stating that on the 18th instant Count Matsukata was formally appointed Prime Minister.

SHIPPING AND MAIL NEWS.

MAILS DUE :

French *(Oceanien)* 29th inst.
Australian *(Changsha)* 29th inst.
Indian and Straits *(Kwisang)* 29th inst.
American *(City of Rio de Janeiro)* 1st prox.
Tacoma *(Olympia)* 4th prox.
Canadian *(Empress of China)* 7th prox.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Vancouver yesterday.

* * *

THE Ocean Steamship Co.'s steamer *Teucer*, from London, left Singapore for this port this morning, and may be expected here on or about the 30th inst.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Yuensang	steamer	from	Manila.
Hiroshima Maru	"	"	Kobe.
Fushun	"	"	Shanghai.
Bygdo	"	"	Chefoo.
Zafiro	"	"	Manila.
Strathallan	"	"	Hongay.
Kwongsang	"	"	Canton.
Choysang	"	"	Canton.
Tosa Maru	"	"	Japan.
Taiwan	"	"	Swatow.
Victoria	"	"	Singapore.
Humber	storeship	"	Yokohama.

Aggregating 19,724 tons register.

DEPARTURES.

Lyemoon	steamer,	for	Canton.
Pelyang	"	"	Canton.
KaisengHina	"	"	Europe.
Hiroshima Maru	"	"	Singapore.
Sutlej	ship	"	S. Francisco.
Isaac Reed	"	"	Baltimore.
Salerod	barque	"	Batavia.
Sonora	"	"	Callao.

Aggregating 12,970 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hohenzollern	in	Kowloon	Dock.
Activ	"	"	"
Britannic	"	"	"
White Cloud	"	"	"
Deucalion	"	"	"
Afridi	"	"	"
Prinz Heinrich	"	"	"
John Bataley	"	Cosmopolitan	"
Gaelic	"	"	"

PASSED THE CANAL.

OUTWARD—14th August—*Ettrickdale*, *Oak Branch*. 1st September—*Howick Hall*. 4th September—*Manila*, *Tsunkat*, 8th September—*Antenor*, *Cam. Nailer (F)*. 11th September—*Melbourne*, *Kintuck*. 15th September—*Aswanley*, *Ceres*. 18th September—*Japan*, *Kiddie*.

HOMEWARD—11th September—*Benlomond*, *Sunda*. 15th September—*Balmoral*, *Salacia*. 18th September—*Orestes*, *Ballona*. 22nd September—*Borneo*, *Glamorganshire*, *Strathnevis*, *Maria Rickmers*.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for *Consumption and Throat Affections and Bronchitis* is unequalled by any other preparation in the world. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China :—Watkins & Co., Hongkong.—[*Advt.*

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 26th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th September, 1896. [1398

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the above COMPANY will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 4th September, 1896. [1397

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, 20th July, 1896. [1149

FOR SALE.

The Belgian × 100 A 1 Iron Screw Steamer

"ANVERS,"

2,586 Tons Reg. Gross, 1,996 Tons Reg. Net.

Lying in Hongkong Harbour.

For Particulars, apply to

LAUTS, WEGENER & Co.,
Agents for
CAPTAIN & OWNERS.

Hongkong, 22nd September, 1896. [1464

Intimations.

HONGKONG CRICKET CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of the CRICKET CLUB, for the purpose of receiving the Committee's Report for the Past Season and electing the Committee and Officers for the Coming Season, will be held in the PAVILION TO-MORROW, the 25th September, at 4.45 P.M.

EDWARD A. RAM.
Hon. Sec., H.K. C. C.

Hongkong, 17th September, 1896. [1450

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG JOCKEY CLUB will be held in the CITY HALL on FRIDAY, the 2nd October proximo, at 5 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 21st September, 1896. [1472

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-Third Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 4, The Praya, Hongkong, on Thursday, the 8th October, 1896, at Noon, for the purpose of Receiving the Report of the Directors, together with Statement of Accounts for the year 1895, and for the half-year ending the 30th June, 1896, and of Declaring Dividends.

The Transfer Books of the Society will be Closed from the 20th September to the 8th October, both days inclusive.

By Order of the Board,

N. J. EDE,
Secretary.

Hongkong, 19th September, 1896. [1463

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :—

From London, &c., *ex* S.S. *Parramatta*.
From Persian Gulf, *ex* B. I. S. N. Co. and Bombay Persian S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th September, 1896. [1491

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd September, 1896. [1

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "RADLEY,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd September, 1896. [1455

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"OANFA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 19th September, 1896. [1484

Intimations.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bittered with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

52]

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [84

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 2nd April, 1896. [25

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00
Extra Bed Room, per month	$40 to 50.00

For further particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, 2nd April 1896. [27

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality in *Menu*, Quality of Food and Perfection of Cuisine.

THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PIGNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.

COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP,
Manager.

26]

NEW VICTORIA HOTEL.

BOTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER,
Proprietors.

Hongkong, 3rd September, 1896. [1384

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 22nd September, 1896. [1477

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Mogridge, will be despatched as above on TUESDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd September, 1896. [1492

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 29th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1896. [1435

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1896. [1478

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on SATURDAY, the 3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th September, 1896. [1459

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAMBURG AND BREMEN.

THE Company's Steamship

"ELISABETH RICKMERS,"

Captain Andersen, will be despatched as above on TUESDAY, the 6th October.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd September, 1896. [1486

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA,"

Captain Scott, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd September, 1896. [1487

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Castilia*	To JAVA	October.
S.S. *Federation*	To JAVA	Nov.
S.S. *Germania*	To JAVA	Dec.
S.S. *Federation*	To JAPAN	October.
S.S. *Germania*	To JAPAN	Nov.
S.S. *Castilia*	To JAPAN	Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd September 1896. [1547

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain St. John George, will be despatched for the above Ports TO-MORROW, the 25th instant, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th September, 1896. [147

NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU,"

Captain J. B. Macmillan, will be despatched for the above Ports TO-MORROW, the 25th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1896. [121

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE and NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above Ports TO-MORROW, the 25th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 24th September, 1896. [158

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"AFRIDI,"

Captain Golding, R.N.R., will be despatched for the above Ports TO-MORROW, the 25th instant, at Noon, instead of as previously advertised

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 24th September, 1896. [1456

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 25th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 24th September, 1896. [147

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOPACK,"

H. Sommer, Commander, will be despatched as above on SATURDAY, the 26th instant, at Noon.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

E. Warrall, Commander, will be despatched as above on or about the 7th October.

To be followed promptly by the S.S. *Pingsuey*.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 22nd September, 1896. [146

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA

THE Steamship

"RADLEY,"

Captain Tallack, will be despatched as above Ports on SATURDAY, the 26th instant, at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd September, 1896 [1455

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Calling at MANILA.)

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above on MONDAY, the 28th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1896. [1367

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"IXION,"

Captain Nish, will be despatched as above on MONDAY, the 28th instant.

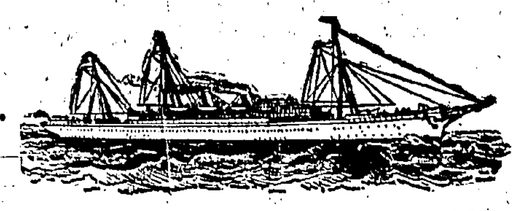
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd September, 1896. [1369

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 7th September, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS,

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 30th Sept., at Noon.	
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 17th Oct., at Noon.	
Doric (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 4th Nov., at Noon.	

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1896. [2

P. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [41

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th Oct., at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 12th Nov., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 8th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd September, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. 

DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1896. [9

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	3,167	Thursday	Oct. 1.
Olympia	2,608	Friday	Oct. 9.
Columbia	2,601	Tuesday	Oct. 27.
Tacoma	2,549	Tuesday	Nov. 17.
Victoria	3,167	Tuesday	Dec. 8.
Olympia	2,608	Tuesday	Dec. 29.

THE Steamship

"VICTORIA,"

Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 14th September, 1896. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich	Tuesday	13th Oct.
Preussen	Tuesday	10th Nov.
Sachsen	Tuesday	8th Dec.
Bayern	Tuesday	5th Jan.
Prinz Heinrich	Tuesday	2nd Feb.
Preussen	Tuesday	2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1096

FOR NEW YORK.

THE 3/3 A II American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1357

FOR SAN FRANCISCO.

THE A.s. I. British Bark

"CASABLANCA,"

Cantley, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to

SHEWAN, TOMES & Co.

Hongkong, 4th September, 1896. [1395

Printed and Published by CHESNEY DUNCAN at No. 8, Pedder's Hill, in the city of Victoria, Hongkong.